

Port Authority Plan Indorsed By City Club

Memorandum Explains Why Approval Is Given Proposals for Ideal System of Transportation

Legislation Is Urged

Point Is Made That Study of Projects Shows Nothing Technical in Them

The City Club issued a memorandum yesterday endorsing the Port Authority plan for the comprehensive development of transportation facilities, and declared that the need now was for prompt affirmative legislative action in approval of the project. The memorandum says that the club's support is the result of long and careful study.

As a whole, the plan proposed by the Port Authority is not in its essence a technical matter, the club holds, and can be understood by any one who is willing to consider the difficulties that are to be overcome. The plan is not a technical matter, the club holds, and can be understood by any one who is willing to consider the difficulties that are to be overcome. The plan is not a technical matter, the club holds, and can be understood by any one who is willing to consider the difficulties that are to be overcome.

While the City Club always has stood strongly for increasing the powers of local self-government granted by the state to New York City, the memorandum says, "and has many times resisted attacks upon the principle of home rule, it is convinced that New York City, even with the greatest conceivable grant of power, cannot by itself solve the pressing problem of the Port of New York."

Vital to Two States

The commerce of the port is a matter of vital concern to the states of New Jersey and New York and to the entire nation. The actual planning and development of the port's commercial facilities must obviously be of a regional rather than a municipal character. Most of the trunk line railroads connecting this port with the South and West have their terminals in New Jersey. New York City can have no direct control of these terminals, yet they must be made to serve more fully all parts of the port.

At present the people of every borough are paying the cost of wasteful distribution of goods, building materials and other necessities of life. Greater and more persistent than any bonus paid to profiteers are the penalties incurred because of the lack of a comprehensive plan suited to the peculiar geography of the port and to

the needs of its expanding commerce. The present lack of co-ordination, especially in railroad facilities, means excessive handling and trucking, needless exposure to the weather, loss of time and money and the sacrifice of valuable space in congested parts of the city. Ineffective railroad freight stations encumber the most valuable waterfront. Food markets lack proper distribution and co-ordination. All this is paid for daily in excessive prices for food, coal and housing.

Co-operation Necessary

"Acting by itself the City of New York can lessen only slightly the fundamental wastes and the high terminal charges from which all are suffering. There must be co-operation with all other parts of the Port District. This the Board of Estimate's committee substantially admits when it shows plans to connect its proposed Staten Island line with the New Jersey railroad. No plan for New York City can be made to join up properly with the whole port except through the continuous co-operation of two states and many municipalities."

"Any attempt at piecemeal agreements or at part solutions will be inadequate. Adoption of the Port Authority's plan will not prevent the pushing of local developments, but, on the contrary, contribute the essential element of stability and ultimate unification. Wasteful local rivalries will give place to joint effort for the meeting of local needs and to co-operation with other progressive ports for adequate service to the nation."

Tunnels Are Discussed

The memorandum discusses features of the Port Authority plan, and referring to the differently located tunnels proposed under the two plans, says:

"The proposed tunnel under the Upper Bay, connecting the break-up yards in New Jersey and the Long Island side of the port. The Brooklyn-Staten Island tunnel, which is to be built by the city, will serve a different but important purpose in tying together two important sections of the Port District. Undoubtedly the development of Staten Island should be facilitated by sufficient and easy connections with the other boroughs and New Jersey, but this is no reason why all the freight passing between New Jersey and Long Island should go through Staten Island, when a more direct and economical way can be found."

The proposal, under the Port Authority plan, to serve Manhattan by a standard gauge underground railroad, with tunnels under the Hudson River and terminals well back from the water's edge, is heartily endorsed. One very important effect of the working out of the plan, according to the memorandum, will be relief from intolerable street congestion along the Manhattan waterfront.

The passage of the River-Massey bill is recommended strongly.

American-Irish Society Meets

The American-Irish Historical Society held its annual meeting last night at a dinner in the Hotel Astor. More than 800 members, representing virtually every state, were present. The American-Irish Historical Society is a non-political and the speakers confined their talks to what the Irish have done in the United States. Among those who spoke were the Rev. Norman Thomas, editor of the "Nation," Padraic Colum, the Irish poet, the Rev. J. P. X. Murphy, of Georgetown University, and Jerry B. Sullivan.

Passage of Foreign Debt Funding Bill Expected Monday

Limit on Speeches Fixed for 20 Minutes on Measure and 10 on Amendments; Snow Keeps Senators Away

From The Tribune's Washington Bureau
WASHINGTON, Jan. 28.—Passage in the Senate Monday of the bill for refunding of the foreign debt was regarded tonight as assured. The Senate considered the bill for two hours this afternoon and then adjourned after reaching an agreement to limit speeches of each Senator after 3 o'clock Monday to twenty minutes on the bill and ten minutes on amendments.

While under this arrangement it would be possible to prolong the discussion until Tuesday, leaders said they expected a vote late Monday afternoon. Furthermore, they are assured of the votes to pass the bill without any vital amendments. The Simmons amendment, which would require payments of interest semi-annually or annually, will not be adopted, according to the polls of Senator Curtis, the Republican whip.

The agreement to limit debate beginning Monday afternoon was secured through the efforts of Senator Watson, of Indiana, and Senator Curtis, of Kansas. Senator McCumber, Finance Committee chairman, joined in the movement. He sought to limit speeches on the bill to ten minutes and on amendments to five, but this met with objection from Democratic Senators.

The heavy snowstorm that swept over Washington kept many Senators away from the Capitol. A bare quorum was obtained and it was evident when the session convened that it would be impossible to carry out the arrangement for a vote today.

The debate carried on through the early part of the afternoon centered about the constitutional question as to whether the commission proposed by the bill and headed by the secretary of the Treasury would have authority to conclude agreements on the debt without the consent of the Senate. Senator Walsh, of Montana, argued further that it could not conclude such agreements without the consent of the Senate.

Senators Poindexter, of Washington, and Sterling, of South Dakota, insisted that the commission would have power to make agreements without regard to the Senate.

It was disclosed that the question at issue is likely to be thrown into the courts for settlement. This plan has been previously discussed in a conference of Democratic Senators. The exact procedure for doing it is not made known but its purpose would be to have the Supreme Court settle whether a commission or the executive authority could make agreements with foreign countries in disregard of the Senate.

In the course of the discussion Senator Watson, of Georgia, stated that he was official it was who, as asserted recently by Senator McCumber.

had agreed to postpone payment of interest. "It was Secretary of the Treasury Houston," said Senator McCumber. "Have you any authentic records that it was Houston?" asked Senator Watson. "Yes," replied Senator McCumber. "It is recorded in his annual report and in that of his successor."

Obregon Plans Ban on Mexico's Main Tiptle

Washington Learns President Sees Peril in Continued Use of Pulque

WASHINGTON, Jan. 28.—Abolition of pulque, the national drink of Mexico, is planned by President Obregon, according to a report to the Commerce Department today from Consul Cornelius Ferris at Mexico City. President Obregon, he said, has appointed a commission to study the problem of abolishing the pulque plant from which pulque is produced, which virtually is the only crop of numerous large haciendas.

Seventy-five per cent of the deaths registered in Mexico City, Mr. Ferris reported, and throughout the central section of the country where pulque is used, are said to be caused by the drink, which is indulged in by men, women and children.

The reform will be brought about gradually, he said, because the obliteration of the pulque plant will wipe out the source of income of many of the wealthiest families. It is explained that if the young plants were destroyed now instead of replanted the supply of pulque would be exhausted in from seven to ten years.

Damaged Submarine Sights Storm Off Delaware Coast

PHILADELPHIA, Jan. 28.—The submarine T-2, which arrived at the Delaware Breakwater late last night with a damaged rudder, was safely weathering the storm at the Delaware Capes today. She was little damaged and is expected to come to the Philadelphia Navy Yard when the weather permits. The submarine reported she was a little short of food, and supplies were sent to her from the Cape May naval base.

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Agricultural Bloc Will Force Market Measure in Senate

Farmers' Champions to Press Action on Co-operative Bill After Foreign Debt Legislation Passes

From The Tribune's Washington Bureau
WASHINGTON, Jan. 28.—The co-operative marketing bill will be forced to the front in the Senate after the measure to fund the foreign debt is disposed of. Members of the agricultural bloc in informal conferences have decided to press the co-operative marketing bill and pass it if possible.

The question will be up probably Tuesday and there will ensue a contest which will again test the powers of the agricultural bloc. The bill as reported out of the Judiciary Committee is not satisfactory to the bloc, while the bill which passed the House is satisfactory. The objection raised to the Judiciary Committee's bill by the agricultural members is that it contains a prohibition against monopoly which it is feared would interfere with co-operative organization. If the farm bloc can succeed in forcing the adoption of the House bill it will be another victory for it.

Before the Senate Committee on Agriculture today arguments were presented for the Ladd bill, which would give farmers guaranteed prices for their products in 1922.

Harry H. Owen, of Minneapolis, who supported the bill, said agriculture had lost billions of dollars by the failure of the government to stabilize grain prices in 1920, while at the same time permitting trading in grain future.

W. D. Heno, president of the Farmers' Union of Iowa, declared the life of agriculture depended on Federal legislation the next two years. He gave a graphic picture of the distress of Western farmers and said their security had been "blashed to nothing."

He called attention to the fact that the government had guaranteed dividends to the railroads.

"Let the government guarantee dividends to the farmers," he said. He urged passage of the Ladd bill.

Before a sub-committee of the Senate Committee on Agriculture Clifford Thorne, attorney for the United States Grain Growers, Inc., declared capitalistic organizations and chambers of commerce were combining to overthrow this organization. The sub-committee is investigating attacks upon it.


Mr. Thorne described the United States Grain Growers as a collective sales agency, open to every farmer and entirely within the law. He said 50,000 farmers in the Middle West had joined it and the organization would control 100,000,000 bushels of 1922 wheat, which it would begin selling in the spring. It has 1,000 elevators and is adding 1,000 farmers to membership weekly, Mr. Thorne said.

Lennon Free on Appeal; Criticizes Trial Court

State Senator Thomas J. Sheridan, counsel for Patrolman Patrick Lennon, of the West Thirtieth Street station, appeared before Judge McIntyre in General Sessions yesterday and asked to be allowed to appeal his client's recent conviction for assault on the ground that the trial magistrate was without competent jurisdiction. Lennon, who was convicted of beating a prisoner on January 18, was sentenced Thursday by Magistrate Corrigan in Essex Market court to thirty days in jail.

Assistant District Attorney Felix Benveniste offered no objection to the appeal. Judge McIntyre granted the request, fixing bail at \$1,000, which was given by a surety. Lennon was before Judge McIntyre in General Sessions next month.

After Lennon had been released Senator Sheridan said he believed he considered Magistrate Corrigan disqualified in the case for the reason that a week prior to the hearing he had expressed himself in a most biased and prejudicial manner, which in a case being tried before him, which Lennon was called to testify, he



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had said that the policeman had not only proved himself a liar on the stand, but a very poor liar. On the same occasion, Senator Sheridan said, Magistrate Corrigan had spoken at length on alleged police brutality, and had announced that he was going to have Lennon arrested for disorderly conduct and try him himself.

Four Adrift in Gale at Sea

NORFOLK, Va., Jan. 28.—Four men in an open launch are in danger of losing their lives in the gale off Cape Henry, according to a note found in a

sealed bottle on the waterfront here today by Frederick Brown. The note, written by a person signing himself as O. G. Williams, stated that they had been out and that they were clinging to a buoy off Cape Henry and needed immediate help. The initials of the man were obliterated by the water.

The note was written in a clear hand, and but for the wetness of the paper upon which it was written there would have been no difficulty in deciphering it. So far as is known no report has been received here of men being missing in an open boat.

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